

Whenever You Feel Uneasy About Your Eyesight Consult Our Optical Expert. He will always be glad to help you. There is no guesswork in our methods. We have all the latest and most approved apparatus for accurate eye-testing. NO CHARGE FOR TESTING. SATISFACTION GUARANTEED. CHALLONER & MITCHELL, Jewellers and Opticians, 47 Government St.

"NOVO" The Great Cleaner Should be used in every household. Won't wash clothes, but will clean everything else. HUDSON'S BAY CO. AGENTS.

THERE IS NO MORE... Certain method of entertaining the average woman than yb spreading before her a list of attractive bargains. Here is a "spread" that will cause surprise among even our regular patrons, who, as all know, are accustomed to getting more than good values: SNOW FLAKE FLOUR, sack.....\$1.10 THREE STAR FLOUR, sack..... 1.15 OGILVIE'S HUNGARIAN, sack..... 1.45 SUGAR (Granulated), 17 lbs..... 1.00 NOVO (the greatest of all cleaners) (for paint, carpets, etc.), cake..... .25 DIXIE H. ROSS & CO.

FLANNELS.. A LARGE STOCK OF Grey and Colored Flannels AT MILL PRICES. J. PIERCY & CO., WHOLESALE DRY GOODS. - VICTORIA, B.C.

GENUINE DOUBLE BOILED ENGLISH LINSEED OIL \$1 Per Gal. WHITE LEAD, \$7.45 and \$7.80 per 100 lbs. J. W. MELLOR, - 76 & 78 FORT ST

DISSOLUTION OF PARTNERSHIP. Notice is hereby given that the partnership heretofore existing between the undersigned, as hotel proprietors of the Arlington and Alberni Hotels, has this day been dissolved by mutual consent, Thos. Jackson retiring. All debts owing by the late firm will be paid by Augustus Labelle, who will continue the business, and all accounts due to the late firm are to be paid to said Augustus Labelle. Dated at Alberni, B. C., this 1st day of October, A. D. 1900. AUGUSTUS LABELLE, THOMAS JACKSON. ADVERTISE IN THE COLONIST

Seagrams 83 Is the Best R. P. RITHET & CO., LTD. B. C. AGENTS.

AMBERITE Just arrived, ex Br. ship Glenogil a full consignment of Curtiss & Harvey's Sporting Amberite and Black Powder ALSO A FULL LINE OF THE CELEBRATED AMBERITE SMOKELESS SHOT-GUN CARTRIDGES, LOADED IN ENGLAND For prices and particulars, apply to ROBERT WARD & CO., LIMITED. VICTORIA AND VANCOUVER.

Better Than The Best HOUDE'S Straight Cut Cigarettes Manufactured by B. HOUDE & CO. QUEBEC.

Lime! Lime! Marble Bay Lime. (Trade Mark.) IS ABSOLUTELY PURE. The strongest and best lime on the market. Walls built with "Marble Bay Lime" will last twice as long as those made with inferior lime. EVERY BARREL IS GUARANTEED. EVERY BARREL BEARS OUR TRADE MARK (Marble Bay Lime). FIVE BARRELS OF "MARBLE BAY" BRAND will go further than six of any other lime on the market. OUR "PLASTERERS'" BRAND IS A SPECIALLY SELECTED LIME FOR PLASTERERS USE-THERE IS NONE SO GOOD. FOR SALE BY ALL DEALERS. Kept in stock in Victoria by KINGHAM & CO.

Dr. S. M. Hartman DENTIST. Inventor of an apparatus for Cleft Palate and Improved Dental Plate; none but first-class operations performed. Office: 115 Government Street.

CHIT RICE. Your poultry need something warm - feed them rice. We have it. SYLVESTER FEED CO., City Market.

YOUR RAZOR PULLS, DOES IT? Get a new strap, and come and learn how to use it. We shall be happy to instruct you. See our special fine line suited to any razor, at FOX'S, 78 GOVT ST

Belgium Hares. Received, a shipment of thoroughbred Belgium Hares. All Pedigree Stock. The finest in British Columbia. He can be seen at my store, 12 Store Street. Removal Notice Chung Lung & Co., Importers and Dealers in Chinese Merchandise, and Contractors, have removed from Government Street to 45 Fisgard Street.

WANTED 10 to 1,000 Shares Crows Nest Pass Coal Co. Will pay highest market price for above. FOR SALE. 1,000 IRON MASK, ..... 31 2,000 NOBLE FIVE ..... 4% A. W. MORE & CO. 86 Government St. Next Bank of Montreal.

TO-LET FURNISHED HOUSE. For six months or longer, containing 10 rooms, known as "The Junipers," situated on Pemberton road. For rent and further particulars apply to A. W. MORE & CO., 86 Government St., next Bank of Montreal.

Do You Wish to Borrow? On first mortgage improved Victoria property? If so, we can place your loan, giving you the privilege of repaying the amount borrowed in a definite number of monthly payments of principal and interest, with the privilege of repaying the whole or any portion at any time after the second year. \$500 repaid in 60 monthly payments of \$10.40. \$200 repaid in 36 monthly payments of \$7.50. \$250 repaid in 120 monthly payments of \$6.30; other sums in proportion. No commission charged. Definite contract in mortgage limiting payments. Definite table furnished each borrower, showing the amount required to discharge loan at any time after the second year. No membership fees. No fines. Building loans made, money advanced as building progresses. J. F. FOULKES & CO., 35 FORT ST Telephone 697.

F. WINGS Late of the firm of Sun & Wings, 48 Cornmarket Street, has taken over the management of his father's business, W. F. WONG, 19 Cornmarket Street. Suits made to order, and fit guaranteed.

\$10 REWARD For information that will lead to the arrest and punishment of the malicious and cowardly person that defaced the outside boot and shoe show case of the People's Shoe Shop & Repairing Depot, C. NANGLE, 56 FORT STREET.

WO SANG, 35 Store Street, Victoria, B.C. MERCHANT TAILOR. NEW GOODS JUST RECEIVED. Fit Guaranteed.

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Victor Chateaufort, a well-known merchant of this city, has accepted the nomination for Quebec Centre, to oppose Mr. Malouin. Toronto, Oct. 26.—It is announced that Sir Charles Tupper's second Ontario tour will be shortened by the cancellation of his meetings at Hamilton on Wednesday, October 31, and Orangeville on Thursday, November 1. Sir Charles will, immediately after his meeting at London on Tuesday, October 30, proceed to Nova Scotia for the balance of the campaign. The veteran leader addressed a big meeting at Smith's Falls last night. Winnipeg, Oct. 26.—Hon. J. C. Patterson, the late lieutenant-governor of Manitoba, this morning was elected on by Mr. King, of Port Arthur, chairman of the Conservative Association, and A. C. Boyce, of Rat Portage, a Conservative candidate for nomination for Algoma, who offered Mr. Patterson the nomination for the constituency. Mr. Patterson declined and announced his intention to retire from public life. Montreal, Oct. 26.—Marcell, Liberal, was nominated in Bonaventure to-day. St. Thomas, Ont., Oct. 26.—J. Abel Robinson has been nominated as Patron candidate in West Elgin.

VALLEYFIELD STRIKE. Day Passes Quietly—Wounded Not So Numerous as at First Reported. Valleyfield, Oct. 26.—In spite of many threats made during the day that with the advent of darkness the Montreal militia would be sorry that they ever struck Valleyfield, the evening passed off without the slightest disturbance. A couple of hundred men belonging to the 65th Battalion, from Montreal, arrived at 10 o'clock, bringing the number of men on duty up to 600. The soldiers were kept inside the mill enclosure. The people are anxious that the troops should go. A meeting was held to-night of the council and justices of the peace, and an undertaking given that if the troops were withdrawn the peace would be preserved. This will probably be accepted, and the trouble will end without serious bloodshed. But it is apt to break out again, as there is an angry feeling that it is difficult for those in authority to keep under control. A woman named Dion died this morning of fright as the result of last night's riot. In last night's clash nine of the Royal Scots were wounded, most of them slightly. Five French-Canadian strikers were also slightly wounded.

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WRECKED SCHOONER.

Two of Her Seamen Picked Up by a British Steamer.

London, Oct. 26.—The British tank steamer Orange Prince, Capt. Richardson, which passed Lizard Head to-day from Marcus Hook for Dover, reported that she had on board two shipwrecked seamen from the American schooner Marshall L., who were picked up on October 12, when the steamer was two days out in Lat. 40-N., Long. 69 W. There are but three schooners with names similar to that to which the Orange Prince reports the men belonged. They are the Marshall L. Adams, of Provincetown, Mass.; the Marshall O. Wills, of Bridgeport, Conn.; and the Marshall Perrin, of Deer Isle, Maine.

IN BEAR'S CLAWS.

Chinese Emperor Asks Czar to Take Manchuria Under His Protection.

London, Oct. 27.—"Emperor Nicholas," says the St. Petersburg correspondent of the Daily Mail, "has received a letter from the Chinese Emperor, asking him to take the conquered Manchurian provinces under Russian protection." St. Petersburg, Oct. 26.—The remainder of the Chinese troops in the wide spaces of country around Mukden (Manchuria), official despatches say, are broken up into small bands, which are plundering villages and farms. Three explosions which occurred at Mukden on October 10, whereby 26 Russians were wounded, were deliberately carried out by the Chinese while the Russians were engaged in destroying the contents of a powder magazine.

RAILWAY POOL.

A Huge Combine to Control United States Grain Carriage.

New York, Oct. 26.—The World to-morrow will say: "The great railway pool which was formed two months ago by the Vanderbilt-Morgan railroads to apportion the grain traffic between Buffalo and New York, has announced that it will not make any more contracts to carry any grain between New York and Buffalo until after November 1, when the rate will be advanced from 3 to 4 cents per 100 pounds. This notification came in the form of a communication to the chairman of the grain trade from Frank Harrington, commercial adviser of the pool, which includes the New York Central, Lake Shore, Delaware, Lackawanna & Western, the Lehigh Valley and Erie railways. The commissioner informed the Exchange that there was a scarcity of cars and that the grain traffic has been so heavy that the roads do not care to undertake any new contracts until after the close of the present month. It is said that the Exchange will make a protest to the interstate commission;

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## Storm Beaten Sailing Ships

**Pallas in Close Quarters With  
a Waterspout off the  
Coast.**

**Many Additions to the Fleet of  
Pacific Coast Steamship  
Company.**

The wind of Thursday brought up quite a large fleet of sailing vessels, and yesterday three arrived in the Royal Roads and others passed up the Sound. The salmon ship *Naiad* came in from Kobe to load at the outer wharf, on account of R. P. Rithet & Co., after a rough passage; the German ship *Pallas* and *Atlanta* arrived from Santa Rosalia, and both report rough passages, the former, in fact, having a narrow escape from destruction by a waterspout off the coast of Oregon. These three vessels are anchored in the Roads, and the British ship *Dundregan*, which left Honolulu on September 23, for Seattle, the German ship *Parham*, which left Nagasaki on September 23 for Port Townsend, and the *Palgrave*, a vessel of 3,078 tons, which left Kobe on September 6 for Seattle, made up the fleet which were reported passing up to the Sound. The *Naiad*, *Jay* and *Wilhelmina*, all lumber laden, passed out to sea, and the *Palgrave*, which was brought down from Chebmanus by the tug *Hopie*, lies in the Roads, ready for sea.

Capt. Dankleif, of the *Pallas*, reports having a very stormy passage. He says the *Pallas* left Santa Rosalia on September 23, and after a rough passage, the vessel was driven down to the Gulf of California, and after getting out of the gulf, carried good breezes to 140 east in 35 north. Thence a south wind carried her to about eighty miles south of the Cape. There, on the 24th, a heavy storm was encountered. A hurricane came from the southeast, with thunder and lightning. There were four heavy squalls during the afternoon, and late that afternoon several waterspouts plumed down at a distance none too far from the vessel. Huge clouds seemed to drop right down until the water from the sea seemed to meet that in the clouds, and a twisting column of water fell, churning up the sea. It would have foundered any vessel caught in it, and the *Pallas* was none too far away, her master says. The wind increased to a perfect cyclone, says Capt. Dankleif, veering around to the south and southeast, and the high seas and terrific winds made things very interesting for the ship. She was, however, securely ballasted and well handled, and came through the storm with no other damage than some split cables.

Capt. Bren, of the *Atlanta*, also reports a rough passage. His vessel left Santa Rosalia on September 14, eleven days before the *Pallas*. Off the Cape she encountered very heavy storms, the gales blowing down as low as 28.50. During the hurricane which raged outside the Cape, he says, for a week, the *Atlanta* had a narrow escape from going ashore at Cape Beale. She was driving on shore before the wind, and was within a few miles of the rocky coast before she was clawed off. A southerly gale from Cape Pintado was driving her before it, and things looked bad for a time. The *Pallas* and *Atlanta* will be towed to Hastings to load lumber to-day.

During the storm the German ship *Carl*, which came around to the outer wharf yesterday to discharge cargo, arrived at anchor in Chatham bay, and the storm caused her to drag her anchor. While dragging she collided with the barkentine *Amelia*, and the glass fell to 28.50. The *Carl*, which loaded props at Cowichan for Santa Rosalia, and was returning to the Sound for another lumber cargo. The *Amelia* was not much damaged, and the claim made by her against the *Carl* was settled there and then by the two captains. The *Carl*, however, had her head gear and part of her bulwarks carried away.

The *Flory Cross*, which has been taking a salmon cargo at the outer wharf, was taken around to Esquimalt yesterday to load down hundred tons of returned naval stores, and then she will come into the outer wharf again to complete her cargo with more salmon for the United Kingdom.

The coal ship *Killmalle* went into the coal wharf at Esquimalt yesterday morning and began to discharge her cargo of Welsh coal for the navy. After discharging, the *Killmalle* will go to the Sound to load a return cargo of lumber or wheat.

The coal ship *St. Mary's Bay* is expected to arrive shortly from Cardiff. She is now out 150 days, which is considered an average passage. The salmon ship *Machlanish* is also due, she having sailed from Yokohama on October 5.

### THE "FRISCO" LINERS.

*Umatilla* Arrives From the Golden Gate and the *Walla* Leaves For the "South."

Steamer *Umatilla* arrived from San Francisco yesterday morning. She had 120 passengers, of whom 18 debarked.

## The Diamond Dyes

**Produce All The  
New Shades.**

**A Rich and Marvellous Variety  
of Fashionable Colors for  
Autumn and Winter Wear.**

The great majority of wise and prudent women collect and examine their old dresses, skirts, capes, jackets, shawls, husband's and children's suits, this month, with a view of having them cleaned and dyed so as to fit them for autumn and winter wear.

The Diamond Dyes (prepared specially for home use) have a wealth of variety, beauty and brilliancy possessed by no other dye. They produce all the new and fashionable colors for autumn and winter wear—colors that will not fade in the strongest sunlight. Every package of Diamond Dyes is warranted, and will give perfect results when simple directions are followed. There are no imitations of these dyes, and you can see the value and safety of your materials. The use of poor dyes means ruin of goods and loss of money.

here. She landed a small lot of general merchandise, consisting of her consignment, in another column, to local merchants. The steamer *Walla* sailed south last night. She had as passengers for San Francisco from this port, the following: Ed. Finlund, D. A. McIntosh, Capt. V. C. Beer, Miss C. Prager, Mrs. W. A. Hancock, Rev. A. Sorvica and wife, Miss R. Pearce, Miss K. Pirron, Miss Neelands, Miss McWhinney, Mrs. D. Fulmore, Mrs. T. Ryan, A. Shelly, Miss M. Normander, Mrs. C. H. Erskine and A. H. Turnbull.

### GOING TO MANILA.

The *Tramp* Steamer *Buckingham* Chartered—On the Dry Dock to Be Painted.

Steamer *Buckingham*, which recently arrived from Java with a cargo of sugar, arrived yesterday morning and went on the dry dock at Esquimalt. She will be cleaned and painted. She will leave the dock this evening, and goes to Tacoma to load bunker coal. Then she will be turned over to the United States government, who have chartered her, and will proceed to Portland to load a cargo of hay, feed and supplies for Manila.

### AT QUARANTINE.

How the Detained Passengers and Crew of the City of Seattle Are Whiling Away the Time.

The steamer *City of Seattle* is to be released to-day. She will then proceed to Seattle. The quarantined passengers, who remain at William Head, have started a reading room, and all they have at present is the room. Any *Victoria* friends who have books or magazines to spare will confer a favor on the passengers by lending them. The *City* is to be sent down on the tugs, which give daily service between the city and the station, carrying provisions and supplies for the passengers and crew.

The publication of the *Quarantine Microbe* has been deferred until to-day. The different editors have been appointed, one to watch society movements, another to do the local news, another the waterfront news, and so on. It promises to be a great sheet.

Concerts are being held to while away the time, and there are dances, which, however, are not so successful. It might be, for there is not enough femininity at the station. It was proposed that word be sent up on the tug to send a supply down from *Victoria*.

J. H. Greer, of the *White Pass* railway, came down to the vicinity of the tender yesterday and made frantic efforts to get some of the tug, to cause him for a suit of clothes, but the doctor would not allow of close enough contact for the process. Mr. Greer is growing out of the suit in which he went North, for so corpulent is he getting that his suit is becoming so tight as to associate with his trousers.

J. S. Brackett, who was formerly mayor of Minneapolis, had a bad day on Thursday, he having lost half a set of false teeth in going through the formaldehyde process. He had to strive for an hour or so, and then he was told he had lost his teeth.

Without, the passengers are enjoying themselves and whiling away the time. They are hunting the devilish off the shore rocks, playing baseball, football and indulging in all sorts and kinds of recreations.

### MORE SEALERS HOME.

Louis Watson Takes a Sealing Voyage—A Letter From Her Majesty's Secretary Received by Him.

Sealing schooners *Ocean Rover* and *Favorita* had rough trips down the coast, they encountering the recent heavy gales. The *Favorita* was storm-bound for seven days at Dodge's Cove, and after starting out to sea, was compelled to run in again for shelter. The catch of the *Favorita* was 351, and that of the *Ocean Rover* 480. The schooner *Hatzic* came into the Roads last night and anchored there. She will come into the inner harbor this morning. She spent all yesterday afternoon in beating up from the Race, owing to the contrary winds.

Among those who went out on the *Favorita* was Louis Watson, of this city, who spent last winter at Glenora. He gathered data on the voyage for an article on sealing life. On his arrival from the *Behring* sea yesterday, Mr. Watson received amongst his mail a letter from Sir Arthur Bigge, Her Majesty's private secretary, dated from Buckingham on June 22, acknowledging the receipt of copies of Mr. Watson's poem on the Queen's Birthday.

### CAPT. HANNAH DEAD.

Master of the *Elginshire*, Who Had Many Friends Here, Died on the Voyage Home.

British ship *Elginshire*, which brought a cargo of general merchandise from Liverpool to *Victoria*, and after discharging, took back to London a cargo of wheat from Tacoma, arrived at her destination on October 24, with her master dead.

Capt. Hannah, the dead captain of the *Elginshire*, had a host of friends in *Victoria*, and the news of his death at sea was received on the waterfront here with sorrow. He was one of the jolliest of the sailing captains who have come to *Victoria*. His wife accompanied him on his voyage.

### INCREASING THE FLEET.

Plans For Additions to Pacific Coast Steamship Co.'s Alaskan and Coast Steamship Lines Talked of by the President.

President Farrell, of the Pacific Coast Steamship Company, who has returned from a trip East, where he has been arranging for additions to the company's fleet, with a view of meeting the prospective increase of business not only to Alaska, but to the Pacific Coast, in an interview at Seattle, said:

"We will probably take the passenger accommodations out of the steamers *Walla*, *Umatilla* and *Umatilla* and use them exclusively for cargo purposes. If this plan is matured it will necessitate the building of two fast passenger ships to ply between San Francisco and Puget Sound points. We may start the line by converting one of our present boats into a passenger steamer and build one new vessel and later build another. Our plans contemplate two exclusive passenger ships and two or more exclusive freight carriers, all to be employed on the San Francisco and Puget Sound route.

"The State of California, now on the Portland route, will be adapted for the Alaskan route and placed on that run as soon as business warrants in the spring. To the present Alaska fleet, consisting of the *Cottage City*, *City of Topeka* and *Al-Ki*, will be added the State of California, the Senator and the new ship which we have ordered named *Spokane*. The *Spokane* will be ready by May 1, will be 270 feet long, with a guaranteed speed of 15 knots. She will have triple expansion engines, water tube boilers, a cold storage plant, electric cargo hoists,

electric lights, etc. She will have accommodations for 200 first-class passengers and 50 second-class, with facilities for increasing the latter to 100, if necessary. On the hurricane deck, at there will be located an observation parlor.

"We have had definitely determined upon the Alaska schedule, but we now intend to operate the Senator exclusively between Vancouver and Southeastern Alaska ports, and to have the *Spokane* and State of California touch at Vancouver in one or both directions as the conditions may warrant.

"The Queen, after completing her tourist schedule, was chartered to the Oceanic company, and sailed from San Francisco for Honolulu on the 17th instant. One her return she will be operated on the Southern California route with the *Santa Rosa*, alternating with the *Walla*.

"Plans and specifications for a 5,000-ton collier, to be used for carrying our coal between Seattle and San Francisco, are in the hands of various builders, and the contract for same will be awarded as soon as the tenders are received and considered. We hope to have this collier in commission in less than twelve months.

"We are also working on plans for a new passenger ship, which, however, will not be completed for some time. We have in mind a ship which will accommodate from 250 to 300 first-class passengers, from 100 to 150 second cabin and 100 steerage. The cargo space will be confined to that necessary to handle express and perishable freight, and will not exceed from 300 to 500 tons. Her speed will be from 17 to 18 knots per hour."

### THE ROYALIST CHARTERED.

When She Discharges Her Cargo of Sugar at Vancouver She Will Become an American Transport.

The British steamer *Royalist*, which is to bring a cargo of sugar from Java for the B. C. Sugar Refinery, has been chartered to the American government as a Philippine transport, together with the *Buckingham*. She was acquired by P. Waterhouse, who re-chartered her to the United States government. The *Royalist* has a capacity of 7,000 tons.

### MAIRINE NOTES.

The claim made against the steamer *Michael* by Capt. Meyer having been settled, the steamer left for the Sound yesterday afternoon.

R. M. S. Aorangi is due on Wednesday from Sydney, Brisbane and Honolulu.

The British ship *Bandaniera*, which took a cargo of lumber from Vancouver for the United Kingdom, arrived at Cardiff on Thursday.

Steamer *Cottage City* will sail for Alaska points early to-morrow morning.

The British ship *James Drummond* arrived at Sydney from Chemunus with lumber on October 22.

### RECHING TILES.

Mr. O. P. St. John, Dominion Inspector of Stoves, has written to the *Colonist*, writes: "I suffered for nine years with itching piles. After trying many remedies in vain I began to take Dr. Chase's Ointment, and it has entirely cured me. Many people have been cured of piles by using Dr. Chase's Ointment, but by all other remedies combined. It never fails to cure piles."

Without, the passengers are enjoying themselves and whiling away the time. They are hunting the devilish off the shore rocks, playing baseball, football and indulging in all sorts and kinds of recreations.

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### A Big Thing. Look Into It!

ELASTIC CARBON PAINT, the cheapest and most durable paint on the market for ROOFS, etc. Proof against Fire, Water and Weather; guaranteed for five years. For sale by MARINE IRON WORKS, Andrew Gray, Agent for Atlantic Refining Co.'s Lubricating Oils, etc.

**FUJI COMPANY,  
JAPANESE MERCHANT TAILORS.**

Suits made to order. New Fall goods just arrived. 186 Government Street. *Victoria, B.C.* S. FUSEYA, Proprietor.

**\$40,000 TO LOAN ON MORTGAGE.**

In large and small amounts on improved real estate. Swinerton & Oddy, 106 Govt. St.

**ROYAL FLORAL NURSERY, 207 FORT ST.**

**DUTCH BULBS.**

LARGE CONSIGNMENT JUST ARRIVED WM. DODDS.

**Handy List of  
Victoria Firms**

**DANCING.**

DANCING.—Learn to dance, learn to walk. Prof. A. C. Beech, 45 View street. o18

REPAIRS, alterations and all kinds of carpenter work. J. P. Burgess, 10 Broughton street. Telephone 185. a25

SEWER PIPE, FIRE BRICKS, ETC. B.C. POTTERY CO., LTD.—Cor. Broad and Pandora, *Victoria*.

BOOK EXCHANGE. CASHMORIS 884 Douglas street, buys and exchanges all kinds of books and novels.

BAKERS AND CONFECTIONERS. M. R. SMITH & CO., *Victoria, B.C.* Manufacturers of all kinds of Plain and Fancy Biscuits and Cakes.

PHOTOGRAPHERS. PHOTOGRAPHIC SUPPLIES.—R. Maynard, 41 Pandora street.—All kinds of photographic material for amateurs and professionals: Kodaks, Peccos, Koronas, Primos, Etc. Same block Mrs. R. Maynard's Art Studio, also view of British Columbia and Alaska for sale.

Same block Maynard's Shoe and Hatting store, 41 Pandora street; boots, shoes, leather and shoe findings. Phone 360b.

BAMBOO WORK. NEW AND DURABLE STYLE of bamboo work at Kaval & Co., 56 Douglas st. a20

BILL AND RENT COLLECTOR. C. F. MOORE, Notary Public, Etc., 1 Taunton street. j22

BUILDER AND GENERAL CONTRACTOR THOMAS CATERALL—16 Broad street. Alterations, office fittings, wharves repaired, etc.

DRAYMAN. JOSEPH HEANEY—Truck and Drayman—partly 16 Wharf street, wholly, 119 Superior street. Telephone 171.

HARDWARE. E. G. PRIOR & CO.—Hardware and Agricultural Implements. Cor. Johnson and Hickman. Telephone 171.

HICKMAN TYE HARDWARE CO., LTD.—Importers of iron, steel, hardware, pipe, fittings, cutlery, etc. Mining and Milling supplies a specialty.

IRONWORKS. VICTORIA MACHINERY DEPOT CO., Ltd., (late Spratt & Gray)—Engineers, founders, suppliers, etc., 17 and 19 Work street. Telephone 570.

LIVERY AND TRANSFERS. VICTORIA TRUCK & DRAY CO.—Telephone 13.

STEAM COFFEE AND SPICE MILLS. STEINER & EATLE, Coffee, spices, mustards and baking powders. Pembroke st. near Government.

ELECTRIC COFFEE AND SPICE MILLS. VICTORIA COFFEE AND SPICE MILLS—Office and mills, 148 Government street. A. J. Morley, proprietor. a20

NOVELTY WORKS. L. HAFER, general machinist, 150 Government street.

PLUMBERS. E. F. GEIGER, Sanitary Plumbing, Gas and Hot Water Fitting. Tel. 220.

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BOOTS AND SHOES. FOR GOOD VALUE—Go to the Old Country Boot Store, 91 Johnson street. als

**'BILLIARDS'**

The Brunswick-Balke Collender Co., Leading manufacturers in the world of Billiard and Pool Tables, Billiard material, and supplies of all kinds at lowest prices. Genuine "Ivan Simons" cloth. The celebrated *MORAN* quick acting cushions, the most reliable and preferred by all professional and expert players.

Bowling Alley supplies, etc., new and second-hand, new, standard and English style, and on reasonable terms. Write for catalogue and price list to THE BRUNSWICK-BALKE COLLENDER CO., 80 KING ST. W., TORONTO.

J. Johnston, Local Agent, Douglas Street, *Victoria*.

**RANT & JONES**

MINING BROKERS AND GENERAL AGENTS

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### C.P.N. Co., Ltd., Steamers

Will leave Turner, Beeton & Co.'s wharf for DYEA, SKAGWAY AND WRANGEL

(Carrying Her Majesty's mails) as follows:

AMUR.....Oct. 3, 17, 31  
DANUBE....Sept. 28, Oct. 10, 24

At 8 o'clock, p.m.  
AND FROM VANCOUVER ON FOLLOWING DAYS.

For freight and passage apply at the office of our company, 61 Wharf street, *Victoria, B.C.* The Company reserves the right of changing this time table at any time without notification.

**Canadian Pacific Navigation Co.**

(LIMITED).  
WHARF STREET, VICTORIA.

Time Table No. 54.—Taking Effect October 16th, 1900.

*Victoria* to Vancouver—Daily, at 1 a.m. from inner wharf. Vancouver to *Victoria*—Daily, at 1:15 o'clock, p.m., or on arrival of C. P. R. No. 1 train.

NEW WESTMINSTER ROUTE. Leave *Victoria* for New Westminster, Ladner, Lulu and Islands—Monday, Wednesday and Friday at 7 a.m. Leave New Westminster for *Victoria* and Way Port—Tuesday, Thursday and Saturday, at 7 a.m.

NORTHERN ROUTE. Steamships of this company will leave for Port Simpson and intermediate points, via Vancouver, 1st and 15th of each month, at 11 p.m.

ALASKA ROUTE. Steamships of this company will leave every Wednesday, via Vancouver, for Wrangell and Skagway, at 8 a.m.

BAIRLIE SOUND ROUTE. Steamer leaves *Victoria* for Alberni and Sound points on the 1st, 7th, 14th and 20th of each month, extending latter trips to Quesnel and Cape Scott.

The company reserves the right of changing this time table at any time without notification.

G. A. CARLETON, General Freight Agent.

C. S. HANSEN, Passenger Agent.

**CANADIAN PACIFIC**

When Going East Take The

Canadian Pacific Railway

Through Cars to Boston, Montreal, Toronto, St. Paul.

STEAMSHIP AND SLEEPING CAR BERTHS RESERVED.

For rates and all information, apply to E. J. COYLE, Asst. Gen. Pass. Agt., Vancouver, B. C.

B. W. GREER, Ticket Agent, *Victoria, B. C.*



## The Colonist.

SATURDAY, OCTOBER 27, 1900.

Published by

The Colonist Printing &amp; Publishing Co.

Limited Liability,

No. 27 Broad Street, Victoria, B. C.  
PERCIVAL R. BROWN, Manager.

## THE DAILY COLONIST.

Delivered by Carrier at 20c. per week, or  
mailed postpaid to any part of Canada (ex-  
cept the city) and United States at fol-  
lowing rates:One year .....\$3 00  
Six months ..... 1 50

## THE SEMI-WEEKLY COLONIST.

One year .....\$1 50  
Six months ..... 75  
Three months ..... 40  
Sent postpaid to any part of Canada and  
the United States.  
TERMS STRICTLY IN ADVANCE.

## NOTICE TO ADVERTISERS.

All new advertisements and changes of  
advertising, to ensure their being inserted  
should be handed in to the business office  
not later than 6 p. m. Advertising will be  
accepted up to 8 p. m. at the business of-  
fice, but insertion cannot be guaranteed.  
For urgent advertising after 8 p. m., con-  
sult the Night Editor.

## THE FERRY SCHEME.

The proposed ferry scheme to connect  
with the Great Northern railway, having  
passed the second reading at the city  
council, will come before the ratepayers  
for their ratification, after some verbal  
amendments have been made. Some  
needless distrust has been created in the  
city by reason of a despatch from Presi-  
dent Hill, of the Great Northern Rail-  
way Company, saying that his company  
was asking for nothing and would not  
guarantee anything. It must be remem-  
bered, however, that no one ever said  
that the Great Northern was asking for  
anything. It would not be difficult to  
suggest reasons why the Great Northern  
could not ask for anything. The char-  
ter of the company is probably one of  
them; an agreement not to extend their  
line into Canadian Pacific territory may  
be another. But the Great Northern  
promises to give the proposed railway  
and ferry the handling of all its Vic-  
toria business, which is all it could get,  
if the transcontinental company itself  
sought to make the agreement with the  
city. We shall have something further  
to say on the subject; for the present  
we think it very clear that if the pro-  
posed line and ferry are established, Vic-  
toria will have direct connection with  
the Great Northern by a railway and  
ferry that will be operated in connection  
with the main line. This is all any one  
wants, and if there is anything in the  
fact that the company is a local one, it  
is that some of the profits of the busi-  
ness developed over the railway and  
ferry will be enjoyed by our own peo-  
ple. The by-law ought to be adopted.

## THE COLLAPSE AT LYDENBURG.

The collapse of the Boer defence of  
Lydenburg was one of the surprises of  
the war. It was claimed by those who  
knew the country well that Lydenburg  
was practically impregnable. Indeed, the  
direct line of advance on the town was  
such that it could probably have been im-  
passable by any attacking force. When  
Buller reached the edge of the plateau  
overlooking the vast amphitheatre, at  
the extreme end of which Lydenburg is  
situated, he found the way blocked by  
well-posted guns. He, therefore, with-  
drew, while Ian Hamilton executed the  
flank movement to which he had been de-  
tailed. Hamilton had very difficult coun-  
try to cross, but he made schedule time,  
and in the meantime Brockhurst had  
moved around in another direction. The  
plan worked perfectly, and the enemy  
speedily decamped as soon as the two  
flanking columns got in a position to  
threaten his line of retreat. The next  
morning Dundonald, followed by Kit-  
chener's brigade, advanced upon Lyden-  
burg, and in less than an hour had the  
way clear. Lydenburg was ten miles  
away, and was occupied as soon as the  
19th Hussars could cover the interven-  
ing ground, and so what was thought to  
be the strongest position in South Africa  
fell into our hands without the loss of a  
man.

## THE STIKINE-TESLIN RAILWAY.

The Colonist defended the Mackenzie-  
Mann contract for the Stikine-Teslin rail-  
way. The emergency was great and it  
was desirable that something should be  
done. The contract seemed somewhat  
loosely drawn, but we thought that, on  
the whole, it would be a good thing for  
Canada. Col. Prior took the same view  
of the case. Mr. Earle did not. He op-  
posed the project. Mr. Earle thought  
that the manner in which the  
subsidy was given was open to very great  
abuse. We may dismiss the latter phase  
of the case, because that involves con-  
siderations which are uncertain; but con-  
cerning the location of the proposed line,  
more recent developments have shown  
that it was not a good one in respect to  
its termini. We were all a great deal  
astray about the Stikine-Teslin route.  
The Stikine river is more difficult of na-  
vigation than was thought, and the Hoota-  
inqu river, which was to furnish the  
water route to the main Yukon, is not

nearly as good a stream as we all thought  
it was. It is plain now that the Stikine-  
Teslin railway would have been of little  
value to the country without a very large  
expenditure on the part of the govern-  
ment. To have made the railway serv-  
iceable to British Columbia and the Yu-  
kon, it would have to have been extended  
to the Coast, and some means would have  
had to be provided for overcoming the  
difficulties attending the navigation of  
the Hootainqu. We admit having  
thought very differently at the time the  
contract was proposed, but very much  
has been learned about that part of the  
world that was not known then. The op-  
ponents of the scheme may not have un-  
derstood these points any better than the  
rest of us; but we all know now that if  
the contract had been ratified by parlia-  
ment, it would have been necessary to  
supplement it by a large outlay in or-  
der to make the line of practical use to  
the country.

In other words, the wisdom of the de-  
feat of the contract by the Conservatives  
in the Senate has been demonstrated by  
more recent developments. It is quite  
immaterial whether or not Mr. Earle  
foresees what we now all know were the  
weak points in the scheme. What is to be  
dealt with is the fact that he voted  
against the scheme. His action in that  
regard has been justified by events, be-  
cause it is very clear that if he had voted  
for it and the scheme had been adopted,  
the country would have been put to vast  
additional expense in order to get any  
advantage out of it. The cry against  
him, that he should be condemned for  
voting against that contract, is unjust.  
For why should a man be condemned for  
opposing that which experience has de-  
monstrated would have proved un-  
desirable?

We do not wish to be understood as  
condemning the government for submit-  
ting the contract. Those who were in-  
teresting themselves in Northern trans-  
portation were for the most part satis-  
fied that the scheme was a good one. It  
was hastily concocted, but we were all  
urging for something to be done. Our  
point is that the scheme would not have  
proved a good one from the standpoint of  
transportation, although at the time we  
thought it would, and therefore that  
those who opposed it cannot justly be  
condemned for doing so.

## EXTRACTS FROM THE GLOBE.

Mr. Riley was very wrath because of  
the circulation of a fac-simile of the  
Toronto Globe containing things which  
Liberal candidates do not like to read.  
If this sheet were made up of matter  
emanating from Conservatives—that is,  
if it were in point of fact a forged copy  
of the Toronto paper—its circulation for  
election purposes could not be justified,  
and we are confident that neither Col.  
Prior nor Mr. Earle would be a party to  
its use. But it is not. The sheet is  
made up chiefly of extracts from the  
Globe, and the matter that is original  
could not possibly be mistaken by any  
one having sense enough to vote for the  
utterances of the Liberal organ. The  
sheet itself purports to be "from The  
Globe." We do not wish to be under-  
stood of approving of this sort of cam-  
paign literature, and believe the ex-  
tracts would have been ten times as  
effective if they had been presented to  
the public in some other way. The in-  
dignation of the Liberals is not so much  
because they believe any one was at all  
likely to be misled into thinking the  
sheet to be an actual issue of the Globe,  
but because they do not like to be con-  
fronted with such a lot of damaging  
statements from their principal organ.  
Our own opinion of the sheet, when it  
first came out, was that it was a very  
clumsy use of very excellent matter.  
But there is nothing dishonorable in its  
use in the form employed, and the vir-  
tuous indignation of our Liberal  
friends is for campaign purposes only.

## THE LEPERS.

The treatment accorded British Col-  
umbia, and especially the city of Vic-  
toria, in the matter of the Darcy Island  
lepers is utterly unjustifiable. It has  
amounted to a refusal to bear any part  
of an expense, which in other parts of  
the Dominion is met by the federal  
treasury. This is a question upon which  
there is no dispute as to facts. There  
is a lazaretto at Tracadie, N. B., which  
was established under a provision in the  
British North America Act. It never  
has been claimed that this provision re-  
quires the federal government to look  
after the lepers in other provinces; but  
by analogy it would seem as if the  
provinces had a claim in that regard.  
This analogy has been extended so far  
as Nova Scotia, Prince Edward Island  
and Manitoba are concerned, by the  
Laurier government, and by the Con-  
servative government it was recognized  
as extending to British Columbia, for  
\$1,000 was granted to Victoria and  
Vancouver to meet the cost of main-  
taining the establishment on Darcy Island.  
This grant was withdrawn by the Lib-  
erals. A marked proof of the discrimi-  
nation against this province was shown  
when Col. Prior asked the minister,  
under whose charge these matters come,  
if it was the intention of the govern-  
ment to remove the Darcy Island lepers  
to Tracadie. The minister replied that  
the matter was too important to be de-  
cided upon off-hand; yet within twelve  
days after giving this reply he author-  
ized the removal of lepers from Mani-  
toba and Prince Edward Island to Tra-  
cadie. Such facts as these hardly call  
for comment, yet it may be pointed out  
that the removal of the lepers from the  
other provinces clearly showed that the  
government recognized an obligation in  
the premises. If there are reasons why  
Chinese lepers may not be taken to Tra-  
cadie, there is no reason why the Do-  
minion should not bear a part at least  
of the expense of maintaining them  
where they are. The Conservatives took

this view of the case; but the Liberals  
refuse to pay a single dollar. On the  
case as stated above there can be no  
dispute, and we submit that the facts  
show a characteristic disregard by the  
Laurier ministry of the just claims of  
British Columbia. It is not a large  
matter, but justice ought to be done  
even in small matters.

## INEXCUSABLE NEGLECT.

Why has nothing been done to com-  
pensate the owners of property near  
Fort Macaulay for the depreciation in  
the value of their real estate through  
the location of the forts? This property  
was purchased for residential pur-  
poses, and its value in that respect has  
been greatly reduced. No one wishes  
to live close to a fort from which at any  
time large guns are likely to be fired.  
The value of such property is reduced  
almost to zero. Moreover, forts are  
built with the expectation that they  
may be used to fight a hostile fleet.  
Therefore property in the vicinity is in  
the danger zone, and the same reasons  
which make the locality a desirable one  
for a fort render it highly objectionable  
as a home. The Conservative govern-  
ment recognized this self-evident propo-  
sition and compensated some of the  
owners. The Laurier government, al-  
though urged repeatedly to do so, has  
declined to act. The Minister of Militia  
has even gone so far as to deny that the  
government is under any obligation to  
recognize the claims of the property  
owners in question. It seems too late  
to raise this point, because the pre-  
cedent already established shows that  
the government does acknowledge a re-  
sponsibility in the premises, and it is a  
principle of the British system of gov-  
ernment that precedents of this nature,  
established by one cabinet, shall be fol-  
lowed by a succeeding one. This se-  
cures continuity of policy in regard to  
private rights. The neglect to comply  
with the reasonable claims of the land  
owners in question is simply another  
indication of the indifference of the  
government to the interests of the Vic-  
toria people.

The appointment of Mr. George E.  
Powell as judge of the Court of Revision  
has been well received. It is a very  
popular appointment.

It will be necessary to get after Steyn.  
He still keeps up the pretence of main-  
taining a government. It is time to take  
off the velvet glove and let the iron hand  
be felt.

There is still heavy fighting in the Phil-  
ippines. The work of subduing the Phil-  
ippines does not seem to grow any easier  
as time progresses. They are putting up  
a very extraordinary resistance.

The Times gives currency to a silly  
story that Col. Prior and Mr. Earle pro-  
pose to retire from the contest. The  
Times knows that there is not the shadow  
of foundation for any such nonsense.

Are we to understand from the Times  
that under the provincial law persons,  
who were qualified to vote at the elec-  
tion of 1896, are disqualified? If not,  
what does it mean by its paragraph on  
the subject?

Some very strong measures will be ne-  
cessary to convince the Boers in the  
southwestern part of the Orange River  
Colony that they must respect British  
authority. Jacobdahl, which they cap-  
tured, is a long distance from the British  
army, and hence could not readily be  
relieved.

The Victoria business men who have  
gone out to see what the near-by country  
is like will doubtless come back wiser  
men. There is very much that is well  
worth seeing on the trip they have taken.  
It is certain that they will all be more  
earnest than ever in their desire to see  
the whole Island opened by a railway.

The Transvaal refugees now at Cape-  
town are very anxious to get back to  
their homes and work. We do not know  
that any one will blame them. We have  
an idea that if they were allowed to re-  
turn, and active business operations were  
resumed, the effect would be to facilitate  
greatly the pacification of the conquered  
districts.

We notice in the Province a para-  
graph intended to convey the impression  
that Mr. Dewdney takes the attitude of  
a superior person towards working men.  
It is not necessary to say to those who  
know Mr. Dewdney personally that he is  
entirely above that sort of tom-foolery.  
To those who have not the pleasure of  
his acquaintance, we may say that he is  
in every sense of the word a gentleman,  
respecting himself and others as well. He  
is the last man to accuse of arrogating to  
himself any superiority.

## PRESS COMMENT.

## THEY HATE THE TRUTH.

From Ottawa Citizen.  
Replying to the Montreal Herald, the  
Hamilton Spectator says: "Of course  
Lieut. Morrison has committed an unpar-  
donable sin, by telling us, by telling the  
truth about the rotten dog biscuit sent to  
our brave boys in South Africa; but that is  
no reason why the Herald should misrep-  
resent him so glaringly. Mr. Morrison's  
letters have been simultaneously published  
in the Citizen and Spectator, and in none  
of them previous to the private letter men-  
tioned by the Herald does he mention the  
minister of militia. In none of them did  
he say one word about Dr. Borden, or about  
Dr. Borden's conduct. So far as 'grati-  
tude' is concerned, we do not think that  
Lieut. Morrison owes Dr. Borden any. On  
the contrary, Dr. Borden and the whole of  
Canada ought to be grateful to Lieut.  
Morrison for volunteering for the African  
service. In going to Africa Mr. Morrison  
gave to the service one of the cleverest  
artillery officers in the Dominion. Can-  
ada ought to be proud of him and grateful  
to him. And the gratitude should be none  
the less because he has exposed the Dog  
Biscuit fraud."  
The Hamilton Times, defender of the  
Gratuitous, affects not to believe that  
Lieut. Morrison wrote the letter alluded  
to in the Spectator. He says he did write the  
one exposing the fraudulent ration, "he ought  
to be drummed out of the service he dis-  
graced." The Spectator, not afraid, makes  
answer:  
Mr. Morrison explains in a letter to the

## H. REID &amp; CO.,

25 Broad Street, Next the Colonist Building.

## Opening Announcement

We have just opened a First-Class Tailoring Establishment at No. 25 Broad St.,  
with a large and well assorted stock of Imported Woollens, comprising:SCOTCH AND IRISH TWEEDS AND SERGES,  
ENGLISH COVERT COATINGS,  
WEST OF ENGLAND TROUSERINGS,  
ENGLISH AND SCOTCH WOOLSTED,  
AND A FULL LINE OF CHOICE TRIMMINGS.We have secured the services of MR. G. H. REDMAN (late of Burrows & Redman),  
as manager and cutter, whose long experience with English and American tailoring,  
and his ability to interpret the different style effects will enable us to fill all orders  
with satisfaction which may be submitted to us.

Note the Address: 25 BROAD STREET, Next The Colonist

TYPE  
CAN'T  
TALK...If it could, it would tell you all about  
our Men's Fall and Winter Shoes.The Fall and Winter seasons are par-  
ticularly hard on shoes, and good, dur-  
able and comfortable shoes are more in  
demand from early Fall to early Spring  
than at any other time. We've prepared  
for the demands of the weather and  
for the needs of all classes of wearers.  
Here are some shoe bargains for our  
men patrons:Men's Black Calf Lace Shoes, with  
triple soles, for heavy outdoor  
wear, .....\$3.50.  
Men's Box Calf English Welt Lace  
Shoes, for Winter wear, with triple  
soles and bulldog toes, per pair, .....\$3.50.  
Men's \$2.50 Shoes. Perhaps you think  
them too cheap. Have you tried a pair?  
Have you ever seen a pair?  
Style, the best. Fit, equal to any. Stock,  
unquestionably good.Of course it's a surprising value.  
These \$2.50 Shoes simply show what we  
are doing. We have them in Box Calf  
and Wax Calf. Newest toe shapes. They  
are \$3.00 grades, and you'll find their  
price marked that at other stores.  
Lots of other good things to learn  
about if you will come in.

## THE PATERSON SHOE CO., LTD.

THE SHOE DEALERS.

## SHOE EMPORIUM

Cor. Government and Johnson Sts.

## Conservative Rally!



A.O.U.W. Hall

ON

Monday, October 29.

CHAIR TAKEN AT 8 P. M.

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P. O. Box 347, Vancouver, B. C.

We teach through office methods entirely  
and use no text books or "system" for book-  
keeping. We teach and place our students  
into positions in six months. Short-hand  
and typewriting. Send for illustrated pro-  
spectus.Fall Blouses and  
Wrappers

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## DRUNKENNESS Can Be Cured.

We have a sure cure, which can be given  
with or without the knowledge of the pa-  
tient. Send for particulars, enclosing 2c.  
stamp for reply. Address Dr. W. H. San-  
ders & Co., Sta. C., Chicago, Ill.

## TENDERS.

By direction of the heirs at law of Wil-  
liam Smith, deceased, tenders will be re-  
ceived by the undersigned up till Dec. 1st,  
1900, for the purchase of the property  
known as the Swan Lake Farm. The high-  
est or lowest tender not necessarily accept-  
ed. Further information may be obtained  
from the undersigned.JAMES W. MELDRAM,  
Dundas St.

## HOTEL BADMINTON

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Corner of Howe and Dunsmuir Sts.

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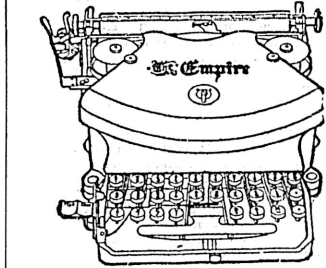
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NATURAL PRESERVED  
PALMS.

AT 2 P. M. TO-DAY.

## 200==PALM PLANTS==200

Usual \$1.00 ..... Saturday, \$ .25  
Usual \$1.50 ..... Saturday, .50  
Usual \$2.00 to \$2.50 ..... Saturday, 1.00  
Usual \$3.75 to \$5.00 ..... Saturday, 2.00  
Square Wood Boxes, painted green ..... 25c eachCome on time, as the lot won't last over an hour at these  
prices.Twenty-five New Three-Quarter Jackets,  
loose back, from \$11.00 to \$25.00Thirty New Costumes; Russian Blouse  
Coats; the very latest things; no two alike;  
\$15.00 to \$65.00.

## See the Windows

The above were bought by our Mr. Will  
Spencer, who is now in New York, and came  
yesterday by express.

EXPERIENCED OPERATORS LIKE THE

## Empire Typewriter

Because it is so simple and strong. It does  
not get out of order; always turns out good,  
clean work, and gives the operator no trou-  
ble. They can see every word as they  
write it. "THE EMPIRE" is the equal of  
machines costing twice as much.

\$60.—THE EMPIRE TYPEWRITER—\$60.

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BRITISH COLUMBIA.  
VICTORIA BOOK & STATIONERY CO., LOCAL AGENTS IN VICTORIA.

## ESQUIMALT &amp; NANAIMO RY

## TIME TABLE No. 39.

## In Effect Saturday October 13, 1900.

NORTHBOUND.	Daily.		Sat.	Sun
	A.M.	P.M.		
Leave Victoria .....	9.00	3.10		
Leave Shawnigan Lake .....	10.15	4.25		
Leave Duncan .....	10.56	5.03		
Leave Chemainus .....	11.27	5.33		
Leave Ladysmith .....	11.47	5.53		
	P.M.			
Leave Nanaimo .....	12.45	6.45		
Arrive Wellington .....	1.00	7.00		

## EXCURSION TICKETS

On sale to and from all points good Saturday and Sunday.  
For rates and all information apply at Company's Offices.

GEO. L. COURTNEY, Traffic Manager

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(Incorporated by Royal Charter, 1862.)

CAPITAL (with power to increase) .....£600,000 \$2,020,000  
RESERVE .....£100,000 \$486,000  
HEAD OFFICE 60 LOMBARD STREET, LONDON, ENGLAND.

## BRANCHES

N BRITISH COLUMBIA—Victoria, Vancouver, New Westminster, Nanaimo, Ka-  
loops, Nelson, Sandon, Rossland.  
IN THE UNITED STATES—San Francisco and Portland.

## AGENTS AND CORRESPONDENTS

N CANADA—Canadian Bank of Commerce, Merchants' Bank of Canada, The Montreal  
Bank, Imperial Bank of Canada, Bank of Nova Scotia and Union Bank of Canada.  
IN THE UNITED STATES—Canadian Bank of Commerce (Agency), New York; Bank  
of Nova Scotia, Chicago; Bank of Nova Scotia, Boston.IN AUSTRALIA AND NEW ZEALAND—Bank of Australasia.  
IN HONOLULU—Bishop & Co.  
IN SOUTH AFRICA—Standard Bank of South Africa.  
IN CHINA AND JAPAN—Hongkong & Shanghai Banking Corporation, Chartered Bank  
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Deposits received from \$1 and upwards, and interest allowed thereon.  
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GEO. GILLESPIE, Manager.







# Your Good Health

depends upon the food you eat.  
Dr. Price's Cream Baking Powder adds to the healthfulness of all risen flour-foods.

Not only this, it makes the food lighter, sweeter, finer-flavored, more delicious.

It is worth while to exercise care in purchasing baking powder to see that you get the kind that makes the food more wholesome and at the same time more palatable.

PRICE BAKING POWDER CO.,  
CHICAGO.

NOTE.—There are many mixtures, made in imitation of baking powder, which it is prudent to avoid. They are lower in price than pure powders, but they are made from alum. Alum in food is poisonous.

## A Rousing Meeting

Tolmie District Voters Give Conservative Candidates an Ovation.

Unanimous Vote of Confidence and Heartily Pledges of Support.

The Conservative candidates, Col. Prior and Mr. Earle, held a very successful meeting last night in Tolmie school, Boleskine road. The schoolhouse was filled with electors, and enthusiasm and good feeling marked the proceedings from start to finish.

Mr. William Graham was unanimously chosen chairman. Mr. Graham asked for a fair hearing for the speakers, and called upon Col. Prior, who was loudly applauded on coming forward.

Col. Prior advised his audience to take an interest in politics. The well-being of every constitutionally-governed country required that every man, and especially the young men, should take an active part in politics—but he did not, from personal experience, advise them to make politics a business, unless they desired a life of endless excitement and little material reward; the reward of the sincere public man lay only in the consciousness of having done his duty to his country and his fellow-electors.

The speaker then called attention to a statement in the Times to the effect that he had been elected as a member of the House of Commons to fill a vacancy caused by the death of Mr. Noah Shakespeare. He was happy to say that Mr. Shakespeare was alive and well, and he hoped he would enjoy many more years. The Times was a stickler for accuracy, yet he found in this evening's issue a statement that his majority at the last election was 107; as a matter of fact his majority was 197.

The main issue between the great parties is that the Liberals are in power to-day under false pretences. The Conservative policy, enunciated by John A. Macdonald in 1878, is still the policy of that party. That policy was criticized and denounced for eighteen years, in season and out of season, but the Liberals, who at last, by their periscope, succeeded in alienating a duty on the part of the Dominion it was that they did so, for had they stuck to their avowed free trade principles they would have plunged the country in ruin. They promised retrenchment, yet they had increased the expenditure during their short term of office \$11,000,000. Their promise to reduce the debt was just as wantonly broken; they had increased it \$7,726,000, while the taxes, which they were to make less burdensome, have increased \$10,906,745, or \$8.90 per family. Can anyone point out a single article of general consumption upon which the tax has been reduced? The duty on hats and shoes is the same as under the Conservatives; that on sugar, cottons and other staples has been increased. The Liberals cannot deny these facts; they do not attempt to; when confronted with them, they change the subject. In regard to preferential trade, would it not be fair that if Great Britain's goods are given a preference in Canada, that Canadian goods should be given a preference in Great Britain? Is it not right that we should adopt a policy that would benefit Canada while conferring an advantage on Great Britain? The Liberals had only taken up this policy of preferential trade very recently. Sir Wilfrid Laurier himself, not so long ago, declared that Canada must have unrestricted reciprocity with the United States. He said that a day would come when Britain's and Canada's interests would clash, and when that day arrived he would stick by his native land. He promised later that he would try to secure mutual preference between Canada and the Mother Country, but when

he went to the Jubilee he gave up the idea, and made a free gift of the preferential tariff, and sacrificed his country's interests without a word of argument for a fair trade arrangement. And, after all, what has the preferential tariff on British goods done? The actual reduction, taking all classes of goods, is one-eighth of one per cent. The imports from Britain have increased only 12½ per cent, while those from the United States have increased 59 per cent, from France 38 per cent, Germany 24, and Belgium 151. Mr. Fielding's tariff is essentially a United States tariff. It has greatly increased the trade of that country, to the detriment of Canada. The effect of it is to cheapen goods manufactured in Canada, and to reduce wages in proportion.

The Liberals had been guilty of many sins, but those of their offences that more nearly affect British Columbia would be the most interesting to mention. Col. Prior then explained the unfair way in which British Columbia had been treated with regard to the Darcy Island lepers. Lepers from other provinces were removed to Tracadie, where they are maintained at Dominion expense, while the government had even withdrawn the annual grant for keeping the lepers on Darcy Island which the Conservatives used to pay.

The dilatoriness of Canada in offering troops to the Empire was then taken up. Colony after colony had made offers of troops, but the Canadian government kept silent. The whole summer was allowed to slip by, and in October Sir Wilfrid made his celebrated statement in the Globe, in which he declared that he did not see how Canada could send troops, and that the government could do nothing in the matter without the authority of parliament. But he did not summon parliament, as he might very well have done in such an emergency. Sir Charles Tupper did not hesitate to do so, and he called upon Col. Prior to his notice. He telegraphed to Sir Wilfrid at once, urging him to send a contingent, pledging the support of the Conservatives in such action, and announcing that he had a friend who would insure the lives of the volunteers.

The speaker then spoke of the French-Canadians, he numbered among them some of his warmest friends, but he considered Mr. Tarte, from his unpatriotic utterances, was wholly unfit for the position he occupies in the cabinet. This opinion was fully justified by Mr. Tarte's conduct against sending the contingent, and by his anti-British sentiments enunciated in Paris, from which the speaker made lengthy quotations. Laurier's right-hand man—the "master of the administration," as he is called in the East—is the last man who should dare to make such statements; and his chief, the Premier, by receiving him in silence, and allowing them to go uncorrected, is participating in the crime of the loyal Canadians. Col. Prior then explained Sir Charles Tupper's expression, "Laurier is too British for me." The phrase was used, not in the sense in which Laurier has paraded it, but in the plain and in the present, to express his dissent from Sir Wilfrid's declaration that he was in favor of Canadian representation in the Imperial parliament, which would inevitably end in a loss of Canadian independence as a self-governing Dominion.

Col. Prior then briefly reviewed his career in the local and Dominion parliaments, and asked if his record and that of his fellow-member, Mr. Earle, was not satisfactory to the electors. Liberal speakers would tell them it was time for a change—that new blood and younger men should be chosen for the place, and he considered it the duty of every man, young and old, who desired the prosperity of the country to come forward and by their voices and their votes secure the election of Messrs. Prior and Earle, the representatives of the grand old Conservative party, which had built up Canada, and placed her in her present position. (Applause.)

The time is rapidly approaching when you will be called upon to choose one or other of the great parties to rule the destinies of this country. With you in some measure lies the determination of the line of policy which is to be inaugurated for the next four or five years. You are asked to vote for the Conservative party, Messrs. Earle and Prior, and to transfer it to Messrs. Riley and Drury—and this you are asked to

do upon the most shallow and insufficient grounds. Let us examine some of the measures adumbrated by the Liberals who you should change your political preferences. For instance, Mr. Duff, who is an able champion of the Liberal doctrines, points out in effect what we are on the eve of great commercial development, that we are to be awakened from our present slumber by the magic influence of vast undertakings providing much needed facilities for trade expansion. The E. & N. is to be extended to the northern end of the Island; fast lines of steamers are to connect with the mainland, and an all-Canadian railway is to be constructed to Dawson.

In addition, a mint is to be erected in Victoria. No one would underestimate the benefits if such measures are consummated. The teeming wealth of the golden rivers of the North would be poured into our laps, and Victoria and the surrounding district would be benefited immeasurably by such a diversion of traffic and business from Sound cities. But there is a condition upon which these glowing prospects depend. If you return Messrs. Prior and Earle, Mr. Duff contends this anticipated prosperity will be impeded. They would not be able to reach the ears of the adult population. Conservatives would be political outcasts. All these great possibilities would be frustrated and our dreams of prosperity and commercial prominence would be doomed to grievous disappointment, because we had adhered to principle and returned Conservatives. What a commentary upon Liberal methods? A policy of cruel revenge and retaliation for daring to follow our conscientious convictions. In every case the interests of the country are to be sacrificed to party, and if a constituency has the effrontery to return opponents, why then that constituency is to be starved into submission. And yet Mr. Duff has the temerity to state that he is not an admirer of parochial politics. But are not Mr. Duff's contentions based on a most risky premise? How does he know the Liberals will be given an opportunity of mismanaging affairs? What secret oracle has he consulted? Who has endowed him with special powers of divination, from what source has he been constituted such a past master of the occult that he can with prophetic vision pierce the veil binding the future and declare that the Liberals will be in power for another federal term? If this political prophet be wrong, then what becomes of his argument? If, perchance, he be wrong, and Messrs. Riley and Drury be returned, then they would meet the same fate. They would have to face a hostile administration, and the Conservatives would be the pariahs of the Dominion. Mr. Duff has reared an ornate superstructure resting on a flimsy foundation. No, gentlemen, you will not listen to such sophistry. It is an insult to your manhood and to your spirit of free, sturdy independence. You are not to be persuaded by such representations, and you are not to pay for the axle grease for the car wheels.

The speaker then reviewed the extravagant expenditure indulged in by the Liberals since their accession to office, quoting figures to prove his statements, and went on to show the trafficking in public office which had become so notorious under their regime. Members sitting and voting in parliament while they had appointments to the bench and public offices in their pockets. Their record for the past four years had been so disgraceful, so wanting in statesmanship, or even common business capacity in the management of public affairs, that it had disgusted not only their opponents, but their own constituents and supporters, and it seemed certain that they would be relegated to the opposition benches, a position they ornamented for eighteen years and the only one for which they are fit, after November 7, 1900. If elected, as he felt no doubt they would be, he and Col. Prior would work for the best interests of the country, and they would be using their best efforts to promote the development of Victoria, of British Columbia and of Canada. (Applause.)

Mr. C. O'Brien said much depended on the result of the elections which came off on November 7. The object of electing a party to power is to give that party opportunity to carry out the policy which it has advocated, and benefit the country by an exercise of wise, economic and statesmanlike government. The Liberals had been on trial for four years and had they fulfilled any of these requirements? They had failed in every respect. They failed to carry out the much wanted improvements in the railway, they failed to make that city a rival New York, they failed to safeguard the interests of the country in their Crow's Nest railway bargain, they failed most notoriously in their administration of the Yukon. Their manipulation of the prison-made binder twice was a glaring piece of jobbery, only surpassed by the more disgraceful and infamous Drummong county railway bargain.

He contrasted the expenditure of the respective parties, showing the reckless extravagance of the Liberals after their promises of economy. Sir Louis Davies, Sir Wilfrid Laurier, Sir Richard Cartwright, Mr. Mackenzie and other Liberal leaders had protested against and denounced the expenditure of \$38,000,000 for the whole public service by the Conservatives as scandalous and ruinous, but this year, according to their own estimates, these economic Liberals require \$53,000,000 to carry on the government.

What had the Liberals done for British Columbia? Nothing. What had we to show to-day in the way of progress under Liberal rule traceable to the friendly intentions of a Liberal government? Not a thing. The Conservative party had made the history of Canada for the past twenty-five years, a glorious history of progress, prosperity and rapid development, and to that party we must look for the continuance of an era so greatly to be desired, and which could only be secured by returning to power the party that had made Canada what she was to-day. (Loud applause.)

Mr. H. Dallas Helmcken was greeted with a hearty round of applause. He complimented Messrs. Schultz and O'Brien on their clever speech, and welcomed them, as young men, to the ranks of active participants in the present campaign.

The cry that the electors should send Liberals to Ottawa was not justified by facts. Even with four Liberal members out of six in the house, the needs of British Columbia had been practically ignored by the government during the last four years. The Liberal party seemed to regard this province as of no account, simply because her representation was weak and unable to sway the house, but he thought that Manitoba, the Territories and servative, who would stand together on all questions affecting the great west, British Columbia would come in for her share of government patronage. During the Conservative regime, the first step towards placing British Columbia on a par with her sister provinces had been taken up by giving Col. Prior to office, and they would all remember how well the office and how tenderly the duties of his office and how bitterly the Liberals opposed his election.

Hon. Clifford Sifton was supposed to represent us in the cabinet now, but he has done nothing for British Columbia. That gentleman is now engaged in the fight of his life to defend his seat. The Liberals are so busy in the fight that they will not find time to do for British Columbia the most glorious and the richest province in the Dominion if she only be given a chance to progress. They should be defeated in this election if it were only for their failure to recognize British Columbia's right to cabinet representation.

Talking of the C. P. R., Mr. Helmcken called attention to the splendid and rapid service furnished by that road to the transcontinental passenger, but he regretted that Canadians had to go to New York to get a fast steamer to take them across the Atlantic. The Conservatives had almost done nothing to secure that service, but the fast Atlantic service, but the Liberals had declined to ratify it or to obtain anything in its place. Canada wants such a service, now was the opportune time to secure it, and if the Conservatives were returned to power they would assuredly carry out the interrupted negotiations.

Messrs. Riley and Drury are dangling the promise of a mint before the electors of British Columbia, arguing that Laurier is to be returned to power, but elections that the good old Conservative party will "get there" this time. The electors have no reason to desert their tried and faithful members, Col. Prior and Mr. Earle, they have done much in the past, and if elected will maintain to struggle, manifestly and honestly for the good of the country, not for party, like the Liberals. He would therefore move a resolution of confidence in Messrs. Prior and Earle, and that the electors present pledge themselves to secure their election by every legitimate means.

Mr. J. S. Shopland, in seconding the motion, would like to have seen more farmers present. He scored the government for subsidizing creameries in the Northwest Territories, the product of which comes into direct competition with our local butter makers, who have to labor under so many disadvantages, more than those of the Territories, who have no heavy timber to clear, and who have much better natural pasture age.

The motion was carried unanimously, and cheers.

Col. Prior explained in reference to creameries, that Mr. Fisher had told him, when asked why he did not establish creameries in British Columbia, and send experts to instruct the farmers in improved methods, that he would give the matter his consideration, but that was all.

The meeting adjourned with cheers for the Queen and the candidates.

For any case of nervousness, sleeplessness, weak stomach, indigestion, dyspepsia, dry Cures the Little Nerve Pills. Mr. J. S. Shopland, in seconding the motion, would like to have seen more farmers present.

As a result of the calling off of the Pennsylvania coal strike, a large number of men will go to work on Monday.

A fellow once said: "I want some whiskey, and I want it bad"; so they didn't give him Jesse Moore.

During the present century 400 lives, \$125,000,000, and 200 ships have been lost in fruitless attempts to find the North Pole.

The speaker then reviewed the extravagant expenditure indulged in by the Liberals since their accession to office, quoting figures to prove his statements, and went on to show the trafficking in public office which had become so notorious under their regime. Members sitting and voting in parliament while they had appointments to the bench and public offices in their pockets. Their record for the past four years had been so disgraceful, so wanting in statesmanship, or even common business capacity in the management of public affairs, that it had disgusted not only their opponents, but their own constituents and supporters, and it seemed certain that they would be relegated to the opposition benches, a position they ornamented for eighteen years and the only one for which they are fit, after November 7, 1900. If elected, as he felt no doubt they would be, he and Col. Prior would work for the best interests of the country, and they would be using their best efforts to promote the development of Victoria, of British Columbia and of Canada. (Applause.)

Mr. C. O'Brien said much depended on the result of the elections which came off on November 7. The object of electing a party to power is to give that party opportunity to carry out the policy which it has advocated, and benefit the country by an exercise of wise, economic and statesmanlike government. The Liberals had been on trial for four years and had they fulfilled any of these requirements? They had failed in every respect. They failed to carry out the much wanted improvements in the railway, they failed to make that city a rival New York, they failed to safeguard the interests of the country in their Crow's Nest railway bargain, they failed most notoriously in their administration of the Yukon. Their manipulation of the prison-made binder twice was a glaring piece of jobbery, only surpassed by the more disgraceful and infamous Drummong county railway bargain.

He contrasted the expenditure of the respective parties, showing the reckless extravagance of the Liberals after their promises of economy. Sir Louis Davies, Sir Wilfrid Laurier, Sir Richard Cartwright, Mr. Mackenzie and other Liberal leaders had protested against and denounced the expenditure of \$38,000,000 for the whole public service by the Conservatives as scandalous and ruinous, but this year, according to their own estimates, these economic Liberals require \$53,000,000 to carry on the government.

What had the Liberals done for British Columbia? Nothing. What had we to show to-day in the way of progress under Liberal rule traceable to the friendly intentions of a Liberal government? Not a thing. The Conservative party had made the history of Canada for the past twenty-five years, a glorious history of progress, prosperity and rapid development, and to that party we must look for the continuance of an era so greatly to be desired, and which could only be secured by returning to power the party that had made Canada what she was to-day. (Loud applause.)

Mr. H. Dallas Helmcken was greeted with a hearty round of applause. He complimented Messrs. Schultz and O'Brien on their clever speech, and welcomed them, as young men, to the ranks of active participants in the present campaign.

The cry that the electors should send Liberals to Ottawa was not justified by facts. Even with four Liberal members out of six in the house, the needs of British Columbia had been practically ignored by the government during the last four years. The Liberal party seemed to regard this province as of no account, simply because her representation was weak and unable to sway the house, but he thought that Manitoba, the Territories and servative, who would stand together on all questions affecting the great west, British Columbia would come in for her share of government patronage. During the Conservative regime, the first step towards placing British Columbia on a par with her sister provinces had been taken up by giving Col. Prior to office, and they would all remember how well the office and how tenderly the duties of his office and how bitterly the Liberals opposed his election.

Hon. Clifford Sifton was supposed to represent us in the cabinet now, but he has done nothing for British Columbia. That gentleman is now engaged in the fight of his life to defend his seat. The Liberals are so busy in the fight that they will not find time to do for British Columbia the most glorious and the richest province in the Dominion if she only be given a chance to progress. They should be defeated in this election if it were only for their failure to recognize British Columbia's right to cabinet representation.

Talking of the C. P. R., Mr. Helmcken called attention to the splendid and rapid service furnished by that road to the transcontinental passenger, but he regretted that Canadians had to go to New York to get a fast steamer to take them across the Atlantic. The Conservatives had almost done nothing to secure that service, but the fast Atlantic service, but the Liberals had declined to ratify it or to obtain anything in its place. Canada wants such a service, now was the opportune time to secure it, and if the Conservatives were returned to power they would assuredly carry out the interrupted negotiations.

Messrs. Riley and Drury are dangling the promise of a mint before the electors of British Columbia, arguing that Laurier is to be returned to power, but elections that the good old Conservative party will "get there" this time. The electors have no reason to desert their tried and faithful members, Col. Prior and Mr. Earle, they have done much in the past, and if elected will maintain to struggle, manifestly and honestly for the good of the country, not for party, like the Liberals. He would therefore move a resolution of confidence in Messrs. Prior and Earle, and that the electors present pledge themselves to secure their election by every legitimate means.

Mr. J. S. Shopland, in seconding the motion, would like to have seen more farmers present. He scored the government for subsidizing creameries in the Northwest Territories, the product of which comes into direct competition with our local butter makers, who have to labor under so many disadvantages, more than those of the Territories, who have no heavy timber to clear, and who have much better natural pasture age.

The motion was carried unanimously, and cheers.

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